

## "Others," Henry E Christensen

golden spike was driven at Promontory, fifty-six miles northwest of Ogden. Governor of California and President of the Union Pacific, Leland Stanford, was the first to raise the silver hammer to strike the golden spike — the Atlantic and Pacific were connected!

A construction crew laid track 1000 miles west to the tree known as 1000 mile tree. The work was hard and tough.

In 1952 the rails were taken from Promontory to provide scrap iron for World War II. The Lucin cut-off, which passes Promontory Point, leaves the older Promontory twenty-seven miles to the north.

### TRANSPORTATION BEFORE 1860

It is well to pause for a check-up of transportation in Utah. In 1841 the first pioneer wagon caravan crossed the state, but from 1847 on, thousands of Mormon families made the hard journey covering often fifteen miles a day. The bold rush of 1849 to 1850 brought into existence freighting business of military supplies and equipment moved by ox-drawn wagon. By 1851 stagecoaches drawn by six horses were making regular trips from Independence and St. Joseph in Missouri to Great Salt Lake City. A stage coach could accommodate fourteen passengers and twenty-five pounds of luggage for each person. The trip occupied thirty days at first, later this was cut to eighteen days, and the fare was \$150 to \$180. During the Civil War the peak price was \$350.

In 1856 to 1861 the Mormon Church developed a plan of travel for those too poor to come by wagon train or stage coach to enter by handcart, allowing 19 pounds of luggage. Nearly 4,000 persons crossed the plains to Utah by handcart.

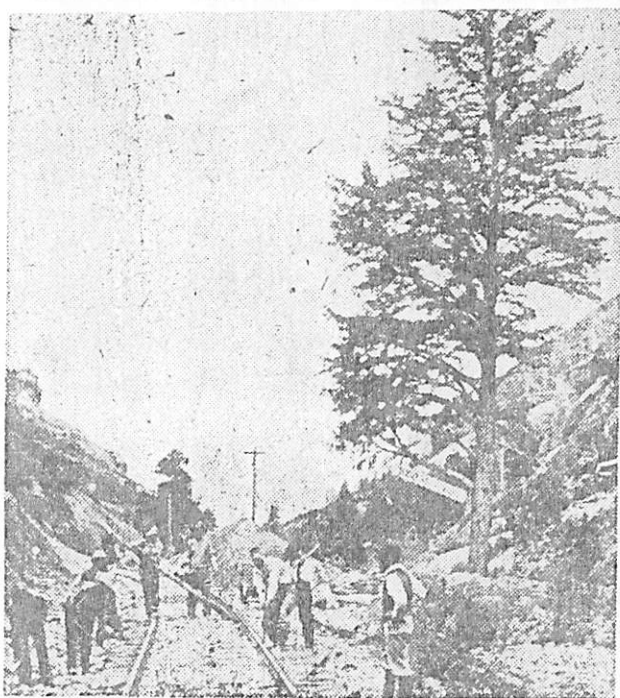
In 1860 the Pony Express was organized with 500 fast horses and 200 men. The route was from St. Joseph to Salt Lake City to Sacramento. In 1861 the Overland telegraph was established and the Pony Express gave way to progress.

### EARLY RAILROADS

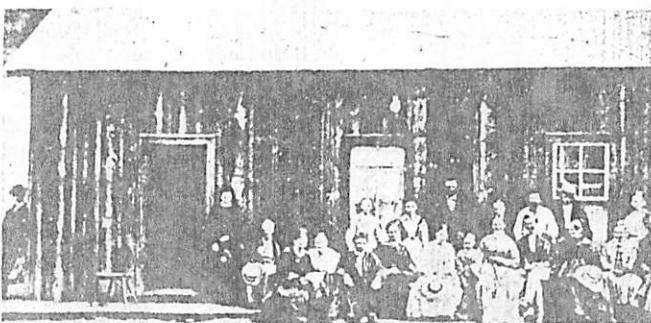
Early railroads became the means for social and commercial intercourse. It was a holiday to see the trains come in.

Ten years later in 1870 the first Utah Central train made its run from Ogden to Salt Lake. The arrival and departure of trains was a high spot in community life. The approach of the first train in any community meant that progress and prosperity were now a matter of time.

The coming of the railroad was not only an epochal event in transportation, but it was also



1000 Mile Tree



U. P. Railroad Station



Engine of that day

a turning point in social and economic welfare. The Utah Central and the Union Pacific connected Utah with the rest of the world. Then narrow gauge lines stretched out to rich sections and brought the city and country together, making the state an entity. People congregated from great distances and state boundaries became definitely fixed. The wealth of Utah was emptied

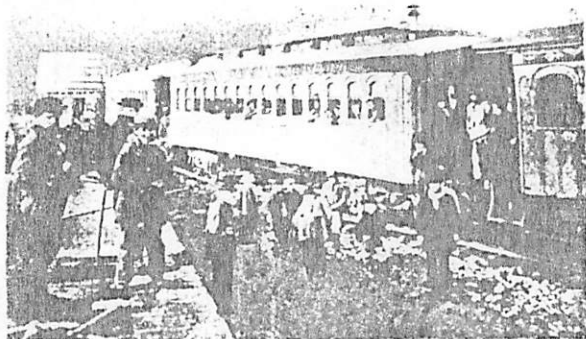
into commercial channels.

Great mining magnates like Senator Kearns, and Jesse Knight, developed the potential greatness of a very poverty-stricken territory, and made the section into a state to take its place in the Union.

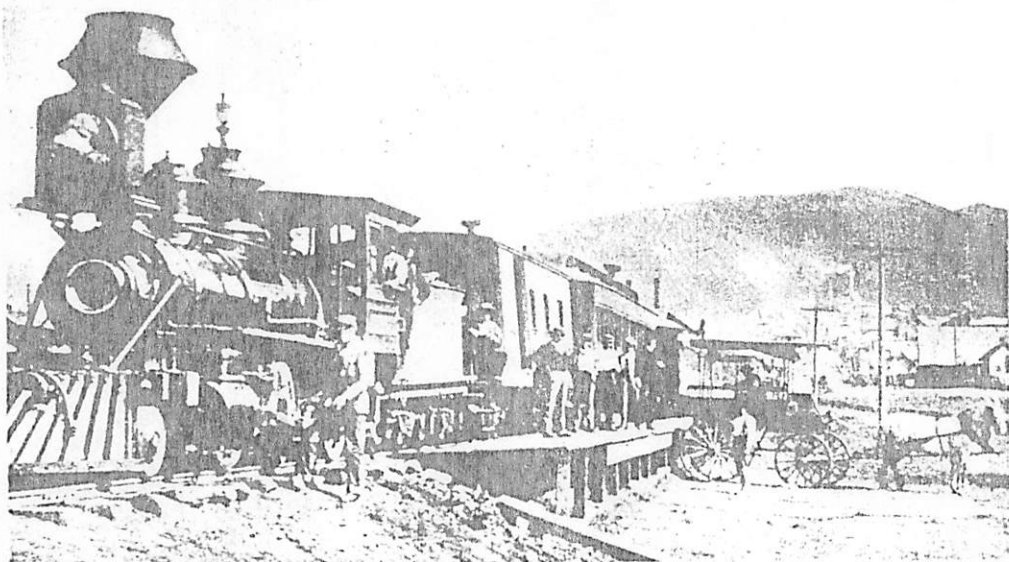
Nowhere was this more evident than at Park City when the Utah Central opened the rich silver output at this isolated mining area, and connected it with the rest of the world. Thomas Kearns, the greatest mining philanthropist, gave of his wealth in Park City of the rich silver mines to the state and the nation. His son, Thomas Kearns Jr. gave the Kearns Mansion to the state as the Governor's home.

Long before the railroads met at Promontory Point, General Samuel Reed in 1864 with a party of surveyors came West to provide a route for the proposed railroad. Four years later in 1868 the contract for a western railroad had been let, and it was a great disappointment that

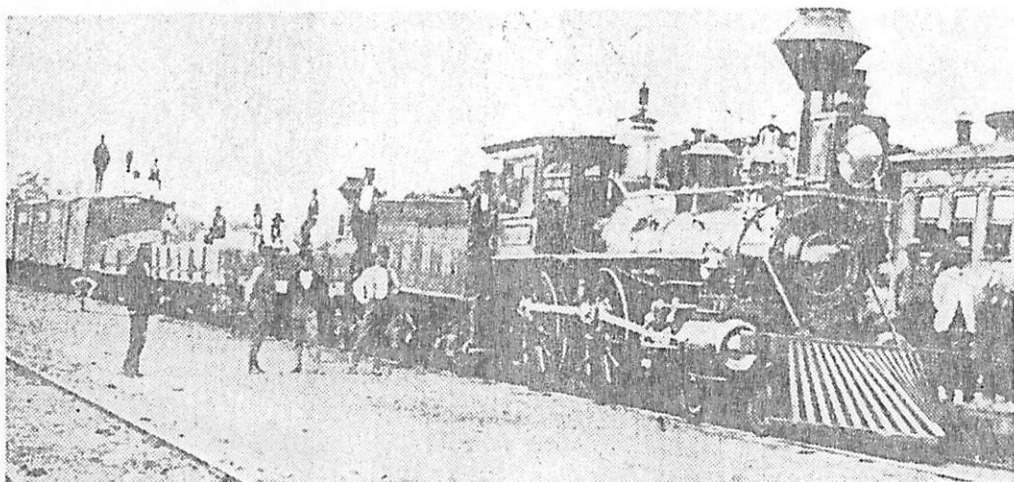
Salt Lake City was missed, but by 1870 local capital completed the Utah Central from Ogden to Salt Lake. Next year the Utah Southern was organized and work spurted until in 1879 Juab was reached. Nephi greeted the first train with full strength of fanfare, bands playing, and a free ride for everybody.



Utah Central in Park City.



Utah Central Train, Jan. 10, 1870.



Utah Southern — 1879.

### First train to reach Nephi, May 3, 1879.

Soon, in 1880, the Salt Lake and Western line came to the area through Tooele — and tapped the mining wealth of Eureka. Within ten years, in 1890, the line was merged with Senator Clark's line of Montana, known as the Oregon Short Line. Three years later this line became known as the San Pedro, Los Angeles, and Salt Lake Railroad, subsidiary of the Union Pacific, and remains as Union Pacific today. Construction crews found the work was hard, and life was tough when they laid the track to the 1,000 mile tree west of the U. P.'s eastern terminus.

### LITTLE RAILROADS

#### Denver & Rio Grande



Dad's Railroading from Manti to Richfield

Little railroads were easier to build than big railroads, so several of the first lines in Utah were scaled in equipment, road bed, and grades to narrow gauge dimensions. Dad did the construction work for the Sanpete stretch of the Denver and Rio Grande railroad from Fairview to Richfield. This section of the railroad in Sanpete County was built by men, horses, sweat, and toil. The earth was moved by dynamite and hauled to the grade by horse-drawn scrapers. The fill was laboriously piled to make a 4% grade, for a narrow gauge changed for 6% which is necessary for a standard gauge. Dad constructed the railroad grading for over a hundred miles through Sanpete County.

Sanpete Branch of the Denver and Rio Grande railroad bed circled around the north edge of the San Pitch river. Later Dad, in 1890, built a dam across this stream down at Sterling to form the back-up for the Gunnison Reservoir, which Dad owned and maintained for his acreage at the Antelope Farm.

The tents housed the commissary supplies and were also bunk protection for the men, who labored on the grading. A large sheltered canvas construction was the mess house for serving the meals. Three big meals a day of meat, potatoes, and gravy — bread loaves were stacked high. Chinese cooks put together the victuals.

Often at supper the dessert of tapioca and raisins, or colored "mush" — a Danish dessert of thickened pudding — was served with cream or heavy cows milk. These railroad hands were gluttonous eaters and put victuals out of sight on quick order. They were transients and followed the projects that came along, then moved on. These characters were mostly Irish and Mexican Spanish. I do not remember many brawls or fist-fights. It may be they were too tired after 12 to 14 hours of hard digging and shoveling. The day was measured by sunlight. The pastime luxury was Bull Durham or Horseshoe plug tobacco. Bull Durham was rolled into "smokes" using a brownish paper for the wrapper. The inches long Horseshoe hunks of chewing tobacco were genuine sources of pleasure and satisfaction. Often the mouth corners and chest front were streaked and splotched with drippings from the "terbaco" in the mouth, for chewing was day-long indulgence.

I remember "Barney," an Irishman, who thumb-ed the banjo and sang. I wish I could recall those endless quatrains of story yarns, which repeated the last line of the four endlessly.

When I get extremely upset I swear, for that was the recourse of these men, and also it is language born of tragedy and disastrous happenings. My early life in the ranches, railroad camps, cattle round-ups, sheep shearing, construction gangs, has as a background the talk, song, and dance of the men of fate and circumstance.

Railroad is a terrific thing which culminates with the iron-horse, whose clash and thunder over the mighty ties bound to earth and held by gigantic metal rails, pronounces a feat greater than which no man has yet done. Dad did his share in this continent building of an empire which will forever last, even though planes take the place of palace cars.

### SAGA OF TRANSPORTATION

In 1872 the mule-drawn street car served a long definite routes. The driver W. J. Arnold, interviewed in 1946, said he preferred the mule-drawn cars. He knew everybody in those days and visited with them, for riding on the street cars was a social affair. The writer remembers a ride in 1888 from the old Salt Lake depot to the Cliff house on 3rd South, when the streets were dirt bedded, and the conductor egged the rat mules on by a black whip, only stopping long enough to collect the 5 cent fare. Next year, in 1889, the electric street cars appeared. They seated 18 to 20 people on two long seats running the length of the car with passengers facing each other. The writer recalls that in 1901 the horse-drawn cars of New York City used the



turnpike, which was under the window of her suite at the Sturdevant Hotel on 42nd street.

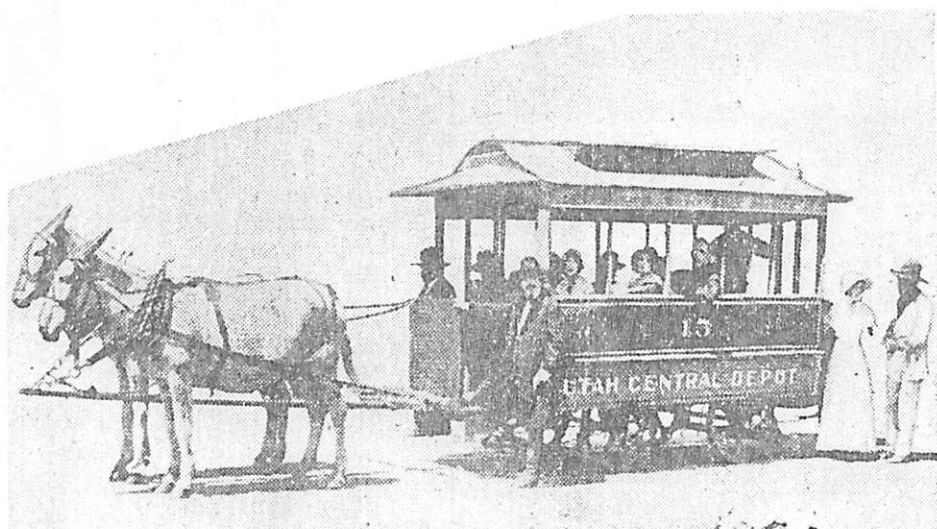
Smaller lines were organized in 1890, but eventually two companies battled for routes and customers, the Salt Lake City Railroad and The Rapid Transit Company, which ended in 1907 when E. H. Harriman spent several million in expanding the service. By 1914 the street railway system was put on a "modern basis" with long 56-passenger conveyances.

In 1918, Salt Lake got brand new "solid steel bodied street cars". Not many people had cars then, and these cars were the major transportation of a large part of the residents. By 1923

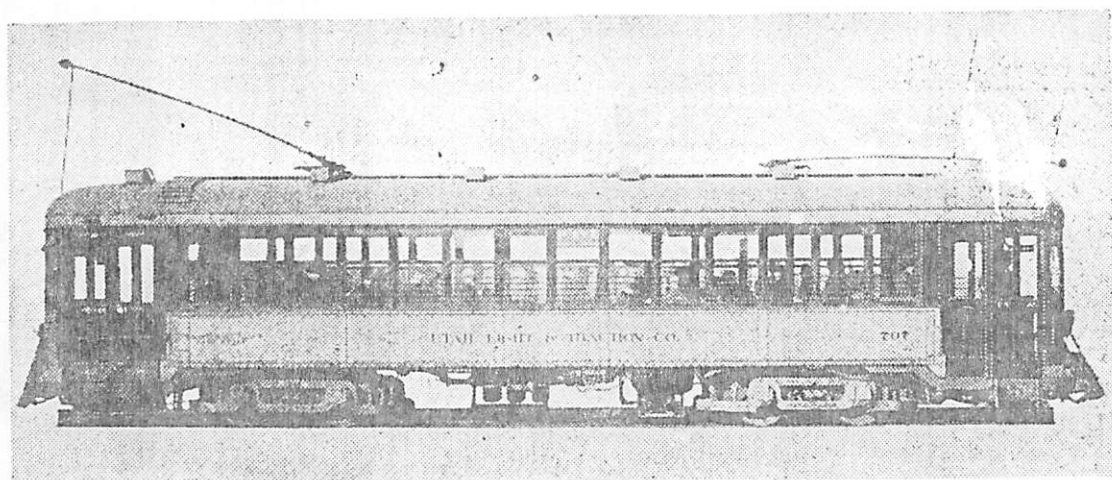
the first gas buses appeared, feeding the main street car line from Mill Creek area.

The first trolley coaches used in the United States started their careers in Salt Lake City in 1928. The very next year, 1929, a program to discard street cars was begun, and by 1933 the first light-weight rear engine buses were introduced.

Finally, in 1941, the Utah Light and Traction Co. hung a wreath on the car that was supposedly the last street car to operate in Salt Lake City. However, the outbreak of the World War changed this, but now today the city transportation is served by privately and publicly owned buses.



Mule Cars of 1872



Street Cars of 1918